

Chapter Two  
MISSIONS, GOALS, AND POLICIES

## A. INTRODUCTION

To explain the items that follow in this chapter, the mission is the overall goal regarding transportation in Junction City. The goals are broad statements of philosophy that describe the hopes of the people of the community for the future of the community. Each goal is developed around a topic area. A goal may never be completely attainable, but is used as a point toward which to strive. The goals guided the development of the transportation system plan and should be used to monitor future transportation strategies and improvements. Policies are statements that provide a specific course of action moving the community toward the attainment of its goals. Each new capital improvement project, land use application, or implementation measure must be consistent with the policies. Once adopted, the mission, goals, and policies, as well as the project lists, will become part of Junction City's Comprehensive Plan.

## B. MISSION

M1 Enhance the quality of life in Junction City by providing a balanced transportation system that meets the travel needs of the community.

## C. GOALS

G1 The TSP will be based on research/data/knowledge and widespread public input and will be coordinated with and include material from the existing transportation element of the city's comprehensive plan.

G2 The TSP will include a convenient, efficient and financially feasible network of arterial, collector and local streets.

G3 The TSP will protect and enhance the existing transportation facilities within the city as new facilities are built to augment the system. The old and new parts of the system should be effectively and efficiently connected and coordinated with county and state transportation facilities.

G4 The TSP will stress safety for the users and will protect and enhance the community's quality of life.

G5 The TSP will be sensitive to the community's aesthetics and will strive to retain a sense of community, particularly in the downtown area of Junction City, which is seen as critical to the town as a focal center.

G6 The plan will remain flexible to change and will be supportive of reviewing and updating the TSP through the periodic review process or the comprehensive plan amendment process.

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G7 The plan will be balanced among the modes of transportation, offering members of the community choices/alternatives to single occupant autos.

## D. POLICIES

### **Plan Context and Implementation**

TSP-1 The Mission, Goals and Policies and the Project Lists of the Transportation System Plan and adopted Refinement Plans are elements of the Junction City Comprehensive Plan. Other portions of the TSP are supporting documents of the comprehensive plan.

TSP-2 The Junction City TSP identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted if the new alignment falls within a transportation corridor or right-of-way identified in the Transportation System Plan.

TSP-3 All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.

TSP-4 For improvements designated in the Transportation System Plan, the following activities shall be allowed without land use review:

- Dedication of right-of-way,
- Authorization of construction and the construction of facilities and improvements, and
- Classification of the roadway and approved road standards.

TSP-5 Changes in the frequency of transit and rail services that are consistent with the Transportation System Plan shall be allowed without land use review.

TSP-6 For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.

- (1) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;

Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.

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### **Protection of Transportation Facilities**

TSP-7 The city shall protect the function of existing and planned transportation systems as identified in TSP through application of appropriate land use and access management regulations. The State of Oregon has adopted administrative rules that specify certain standards and procedures that apply to all new access permits on state facilities. The Lane County TSP will include similar requirements for access onto the county road system. Junction City will apply these standards and procedures during the development review process and will notify the County and/or ODOT when access to their facilities is proposed.

TSP -8 When making a land use decision, the city shall consider the impact of the new development on the existing and planned transportation facilities. Notice of all land use changes located on state or county roads shall be sent to the respective jurisdiction, and comments from same shall be included in the official record.

TSP-9 The city shall consider the potential to establish or maintain bike-ways or walkways prior to the vacation of any public easement or right-of-way.

TSP-10 At the time of land development or land division, the city shall require the dedication of additional right-of-way when necessary to obtain adequate street widths and bikeways and walkways in accordance with the City's adopted street plans, bicycle plans and pedestrian plans.

TSP-11 Private development shall not encroach within the setbacks required for future street expansion.

TSP-12 ~~Truck~~ Freight routes and other motorized vehicle alternatives may be used as tools to minimize the impact of large and heavy vehicles in the downtown and other areas.

### **Functional Classifications of Streets**

TSP-13 Oregon State Highway 99, 1st Avenue (including High Pass and River Rd. segments), Oaklea Drive, and 18th Avenue shall be classified as arterials and shall be safe, high volume traffic movers serving as regional connectors. Access to an arterial shall, wherever feasible, be from the collector road system. Arterials shall be protected against strip development and access driveways that will restrict their effectiveness.

TSP-14 6th and 10th Avenues east of Oaklea Drive and Prairie Road are major collectors and shall provide access from local streets or minor collectors to the arterial system. Individual accesses shall be managed to minimize degradation of capacity and traffic safety.

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TSP-15 A minor collector shall provide access to abutting properties and serve local access needs of neighborhoods, including limited through traffic. Minor Collectors include the north/south street and the extensions of 6th, 10th and 15th Avenues west of Oaklea in the Professional/Technical Zone area, 13th Avenue and 15th Ave. west of Rose St. (including the portions to be built and shown on the Street Projects Map), the access road south of 1st and east of Hwy 99 (shown on the Street Projects Map), Hwy. 36, the proposed grid system from W. 1st south to Bailey Lane and from Prairie Rd. west, Prairie Rd. East of Hwy. 99, Rose, Maple, Kalmia, Juniper, Holly, Front, Deal/18th to Hwy. 99, and Birch. New development that generates a significant amount of traffic shall be discouraged from locating on minor collectors that serve residential areas.

TSP-16 Local streets are all streets not identified in previous categories. A local street shall provide direct property access and access to collectors and minor arterials.

**Layout and Design of Streets,  
Bikeways, and Sidewalks/Walkways**

TSP-17 The city shall adopt standards for streets, bike paths and lanes, sidewalks/walkways, bus stops, and other transportation facilities and shall require such facilities at the time of land division or development.

TSP-18 Streets shall be designed to efficiently and safely accommodate emergency service vehicles.

TSP-19 Streets, bikeways, and walkways shall be designed to meet the needs of pedestrians and cyclists to promote safe and convenient bicycle and pedestrian circulation within the community. Unless there is a convenient alternative, all new major and minor collector and arterial streets shall have bicycle lanes and all new streets shall have sidewalks.

TSP-20 Direct and convenient access for motor vehicles, public transit, bicycles, and pedestrians, shall be provided to major activity centers, including schools, shopping areas, parks, community centers and employment centers.

TSP-21 Pedestrian access to transit facilities from new commercial, residential, and high employment uses and community activity centers shall be provided. Existing commercial, residential, and high employment uses and community activity centers shall provide safe and accessible pedestrian access to transit facilities when a site changes use or is retrofitted.

TSP-22 The city will encourage/require the extension of the city's street system wherever possible, thereby increasing connectivity. In all cases

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where it is reasonable, land divisions shall continue existing streets, set aside rights-of-way for future streets and intersections that will promote connectivity, and continue the city's grid system. Cul-de-sacs and other low-connectivity street types shall be discouraged except where topography, land features (wetlands, drainage systems, etc.) or land development patterns preclude high connectivity street patterns. Where cul-de-sacs and other low-connectivity street types are used multi-use paths may be required for bike and pedestrian users.

TSP-23 North/South connectivity needs to be promoted, particularly in the western section of the city that is already largely developed and will not be affected by new subdivision requirements promoting the extension of the city's grid system. Many problem areas exist but one of the areas identified is the area between 1st and 18th streets and between Nyssa and Vine. Increasing the connectivity of this area would reduce the amount of traffic using Ivy St. (Hwy. 99).

TSP-24 Streets identified as future transit routes shall be designed to safely and efficiently accommodate transit vehicles and pedestrians, thus encouraging the use of public transportation. Street designs shall be responsive to topography and shall minimize impacts to natural resources such as streams, wetlands, and wildlife corridors.

TSP-25 Where new walkways are built or where crossings are rebuilt they shall be built to city standards and incorporate handicapped accessibility features as required by state and federal law.

### **Maintenance**

TSP-26 Maintenance and repair of existing bike and pedestrian facilities shall be given equal priority to the maintenance and repair of motor vehicle facilities.

TSP-27 Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.

### **Parking**

TSP-28 On-site motor vehicle parking, as required by Junction City ordinances, shall be provided for all new development unless on-street parking or other nearby sites provide adequate parking for the proposed use. Where development that does not meet the parking requirement is proposed the applicant shall use the variance procedures contained in the city's zoning ordinance.

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TSP-29 An overnight truck parking area within the city may be needed so large trucks, which are not allowed to park on City streets overnight, don't have to park on the street illegally.

TSP-30 Bicycle parking facilities shall be required as part of new multi-family residential developments of three units or more, new retail, office and industrial developments, and all transit transfer stations and park and ride lots.

TSP-31 Parking requirements/needs will be addressed in the central business district with creative solutions/guidance. Recognizing the limitations of land in the downtown commercial areas, the Planning Commission can adjust or waive parking requirements for infill and renovation projects in developed areas along Hwy. 99 between 18th and 1st Ave. and along 6th Ave. and in other areas where land availability is limited and infill or more efficient use of land is desired. Such adjustments shall use the variance procedures set forth in the city's zoning ordinance.

TSP-32 As a follow-up to the TSP the city will review its signage ordinance for Ivy St. to see if changes are necessary.

TSP-33 As a follow-up to the TSP the city will look at RV impacts on traffic within the city.

### **Coordinated Review**

TSP-34 The city shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the city's Transportation System Plan and comprehensive plan.

TSP-35 The city shall consider the findings of ODOT's draft Environmental Impact Statements (EIS) and Environmental Assessments (EA) as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft ~~EA~~ EIS or ~~EIS~~ EA and land use approval process.

TSP-36 Procedures for the coordination between the city and Lane County on developments that impact county transportation facilities are identified in the City/County Urban Growth Management Agreement (UGMA). The city shall adhere to the UGMA procedures in order to protect Lane County's interests in said facilities.

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### Hwy. 99

TSP-37 Highway 99 is a critical facility to residents of Junction City, the surrounding communities, and the state. ~~The model shows that if nothing is done to better manage traffic on the highway portions of Hwy. 99 within the city will reach capacity within the planning period. The city will work closely with ODOT to secure funding for and develop a refinement plan that will maximize Hwy. 99's usefulness in moving traffic while maintaining a healthy and functional downtown community.~~

The Highway 99 Refinement Plan proposes a (Ivy) Hwy 99/Holly St couplet solution. The HWY 99 Refinement Plan shall be used for future project development.